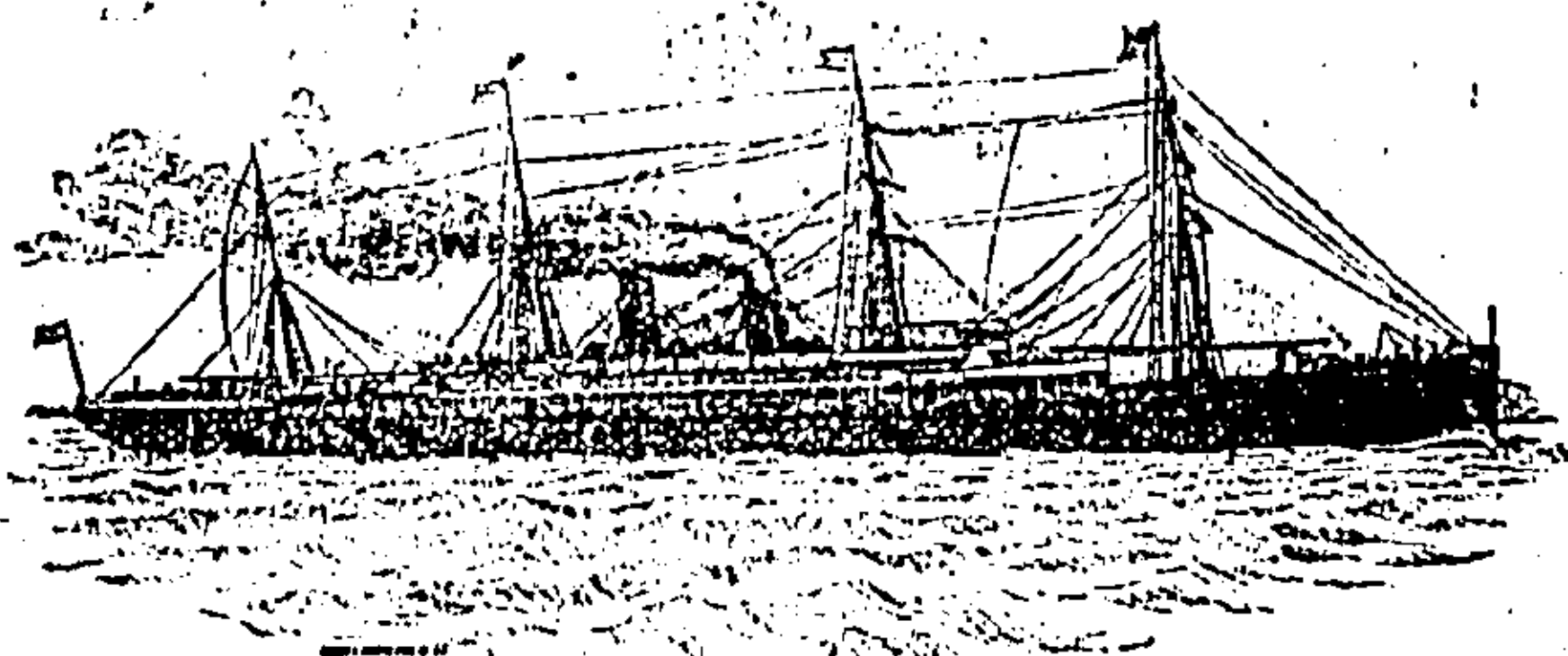


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE:

PROPOSED SAILINGS FROM HONGKONG.

"AMERICA MARU"	TUESDAY, 5th May, at Noon.
"KOREA"	WEDNESDAY, 13th May, at Noon.
"GALIC"	FRIDAY, 22nd May, at Noon.
"HONGKONG MARU"	SATURDAY, 30th May, at Noon.
"CITY OF PEKING"	SATURDAY, 30th May, at Noon.
"DO LIO"	TUESDAY, 16th June, at Noon.
"NIPPON MARU"	WEDNESDAY, 24th June, at Noon.
"SIBERIA"	THURSDAY, 7th July, at Noon.
"GO LIO"	SATURDAY, 11th July, at Noon.

Record Trip Yokohama to San Francisco made by S.S. "KOREA," 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE T. K. K. Company's Steamship "AMERICA MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 5th May, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of 25¢ in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full, value of same is required.

Consular invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 25th April, 1903.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

R.M.S. "TARTAR"	4,425 Tons.....	WEDNESDAY, 6th May.
"EMPRESS OF JAPAN"	6,000 "	WEDNESDAY, 13th May.
"ATHENIAN"	3,882 "	WEDNESDAY, 27th May.
"EMPRESS OF CHINA"	6,000 "	WEDNESDAY, 3rd June.
"EMPRESS OF INDIA"	6,000 "	WEDNESDAY, 24th June.
"EMPRESS OF JAPAN"	6,000 "	WEDNESDAY, 15th July.
"TARTAR"	4,425 "	WEDNESDAY, 22nd July.
"EMPRESS OF CHINA"	6,000 "	WEDNESDAY, 5th August.
"ATHENIAN"	3,882 "	WEDNESDAY, 12th August.
"EMPRESS OF INDIA"	6,000 "	WEDNESDAY, 19th August.

THE magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,

Pedder's Street.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SERBIA	HAVRE and HAMBURG.	7th May.
Rebelmund	(Calling at SINGAPORE and COLOMBO).	Freight.
SAXONIA	HAVRE and HAMBURG.	14th May.
Brehmer	(Calling at SINGAPORE and PENANG).	Freight.
SEGOVIA	HAVRE, BREMEN and HAMBURG.	2nd June.
Forch	(Calling at SINGAPORE and COLOMBO).	Freight.
STRASSBURG	HAVRE and HAMBURG.	16th June.
Madsen	(Calling at SINGAPORE and PENANG).	Freight and Passengers.
SURVIA	HAVRE and HAMBURG.	30th June.
Hörner	(Calling at SINGAPORE and COLOMBO).	Freight.
NURNBERG	HAVRE and HAMBURG.	14th July.
NUBIA	(Calling at SINGAPORE and PENANG).	Freight.
von Hof	NEW-YORK VIA PORTS.	31st May.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

No. 1, Queen's Buildings.

Hongkong, 1st May, 1903.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WIST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAN"	2,363 tons.....	Captain H. D. Jones.
"POWAN"	2,338 "	G. F. Morrison, R.M.R.
"FATSHAN"	2,300 "	A. W. Dixon.
"HANKOW"	3,073 "	C. V. Lloyd.
"KINSHAN"	2,860 "	J. J. Lassus.

Departures from HONGKONG to CANTON daily at about 8 A.M. (Sunday excepted), and at about 6 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at about 8 A.M. (Sunday excepted), and at about 4.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"	1,998 tons.....	Captain W. E. Clarke.
------------------	-----------------	-----------------------

Departures from Hongkong to Macao daily at about 1 P.M. as per special Schedule. Sunday

Do. from Macao to Hongkong daily at about 7.30 A.M. (Sunday excepted).

CANTON-MACAO LINE.

S.S. "LUNGSHAN"	2,19 tons.....	Captain T. Hamlin.
-----------------	----------------	--------------------

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "NANNING"	350 tons.....	Captain R. D. Thomas.
----------------	---------------	-----------------------

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 30th April, 1903.

1357e

Intimations.

NOTICE.

STEAMERS AND LAUNCHES
FOR SALE.

A FAST twin screw steamer, just completed. Length 155 feet, breadth 25 feet, and depth 11 feet.

A Steam Launch with condenser, length 59 feet.

A Steam Launch with condenser, length 29 feet.

A Steamer, in course of construction, length 140 feet, breadth 24 feet, depth 11 feet. Engines 14" x 30", 20" stroke.

For Particulars Apply to

A. RITCHIE,

39, Des Voeux Road, Central.

Hongkong, 11th April, 1903.

Chinese American Commercial Company.

司公美華

IMPORTERS, EXPORTERS AND
MANUFACTURERS.

THE Company's OFFICES are established at Nos. 20 and 21, CONNAUGHT ROAD opposite DOUGLAS PIER.

Hongkong, 1st May, 1903.

HONGKONG ICE COMPANY,
LIMITED.

FROM 1ST MAY next, until further Notice, the Retail Price of Ice will be Two cents per pound. Rates for One Ton and Upwards, supplied to Shipping direct from the Works, will remain as formerly.

Cold Storage Rates on application.
WM. FARLANE,
Manager.

Hongkong, 11th April 1903.

WANTED.

A EUROPEAN, as a TEMPORARY ASSISTANT SECRETARY to the SANITARY BOARD, previous clerical training indispensable. Salary \$300 a month. Applications to be sent to the Secretary of the Sanitary Board.

By Order,

G. A. WOODCOCK,
Secretary.

Sanitary Board Office,
Hongkong, 30th April, 1903.

WANTED.

AT once AN EXPERT TYPEWRITER. Good Salary to an Efficient Worker. JOHNSON, STOKES & MASTER, 8, Des Voeux Road Central.

Hongkong, 25th April, 1903.

WANTED.

A TEACHER for ST. JOSEPH'S COLLEGE. Apply by Letter to BRO. FRANCIS, Director, St. Joseph's College.

No. 2, Robinson Road,
Hongkong, 12th January, 1903.

GESUCHT.

WIRD ein Deutscher als Verwalter für den deutschen Klub „Eintracht“ Gehaltsbedingungen nach Uebereinkunft. Adresse: VORSTAND, KLUB „EINTRACHT“ Hongkong.

Hongkong, 15th April, 1903.

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 20th March, 1903.

NOTICE.

THE HONGKONG FROZEN FOOD SUPPLY DEPOT will be CLOSED from 1st to 4th May inclusive.

WM. FARLANE,
Manager.

Hongkong, 30th April, 1903.

DENTISTRY.

SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST,
No. 26, Connaught Road Central.
Hongkong, 9th February, 1903.

TSU FAN
DENTIST.

PRICE MODERATE—CONSULTATION FREE.
Next to the Hongkong Dispensary,
50, Queen's Road, Central.
Hongkong, 28th November, 1902.

Intimations.



THE HISTORY

Of impaired and lost eyesight, cataracts and other diseased conditions of the eyes is generally associated with delay in getting first glasses, cheap spectacles, tramp spec, bungling of incompetents and the indiscriminate wearing of others' discarded class s.

ONLY ONE PAIR OF EYES

To last a life time. Keep them healthy and enjoy comfortable and perfect vision to the greatest age by getting your glasses fitted by

N. LAZARUS,

OPHTHALMIC OPTICIAN.

OF LONDON AND CALCUTTA.

Consulting Room: No. 16, Queen's Road Central.

Entrance through Mr. R. Houghton's Tailoring Establishment, nearly opposite Hongkong Hotel.

Johnson's Digestive Tablets.

THE GREAT REMEDY FOR

Indigestion, Dyspepsia, Flatulency and
Acidity of the Stomach.

VICTORIA DISPENSARY,

Late Dakin, Craddock & Co., Ltd.

HOTEL CRAIGIEBURN,

Plunket's Gap, the Peak, near the Tram Terminus, Tel. 50.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

KEEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. Net £5.50 per Cask ex
Factory.

In Bags of 250 lbs. Net £2.40 per Bag ex
Factory.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 1st April, 1903.

CHS. J. GAUPP & CO.

CHRONOMETER, WATCH, and CLOCK
MAKERS, JEWELLERS, SILVER
SMITHS, and OPTICIANS.

NAUTICAL INSTRUMENTS,
Sole Agents for Louis Audemars' Watches
awarded the highest Prizes at every Exhibition;
and for Voigtlander and Sohn's
CELEBRATED OPERA GLASSES,
MARINE GLASSES and SPYGLASSES,
Nos. 24 & 26, Queen's Road Central.

Hongkong, 10th January, 1903.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS
AND WATCHMAKERS.

EASTMAN'S
KODAKS and FILMS.

Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the best, "THREE YEARS"
guarantee given to every purchaser.

No. 40, QUEEN'S ROAD,
Watson's Building.

Hongkong, 10th January, 1903.

LI KWONG LOONG

CABINET-MAKER AND ART DECORATOR,
from Shanghai, has opened a
FURNITURE STORE
at
No. 17, QUEEN'S ROAD.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE
of every description can be made to
order in any design required.

Has been patronised by the Hongkong Club,
Hongkong Hotel, Messrs. A. S. Watson & Co.,
Ld., Joint Telegraphs Cos., and other leading
Establishments in the Colony, to whom reference
may be made as to the Superior Work-
manship and Materials of the Furniture, &c.,
supplied.

Messrs. A. S. Watson & Co. write as follows:—
"We have pleasure in stating that Mr. LI
KWONG LOONG furnished the Annexe to our
Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., Ld.

ORDERS punctually attended to, and
CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 20th December, 1902.

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN
ICE-HOUSE ROAD.

IS now in a position, in his New and Com-
modious Premises, to eclipse, as heretofore,
ALL PHOTOGRAPHIC ART PRACTICED
in the Colony or in any part of the Far East.

GROUPS AND VIEWS
a speciality.

Hongkong, 22nd September, 1902.

WAI YUNG
PHOTOGRAPHER,
No. 1, D'AGUIAR STREET, HONGKONG.

HIGH CLASS PORTRAITURE IN ALL
STYLES, ENLARGEMENTS.

VIEWS ALWAYS ON HAND.

TERMS MODERATE.

Hongkong, 19th December, 1902.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
CHARTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.

PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMAN'S RAHTJEN'S GENUINE
COMPOSITION RED HAIR
BRAND, HARTMAN'S GREY HAIR
DAILERS' PATENT MOTOR
LAUNCHES, &c.

SOLE AGENTS FOR
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 11th May, 1903.

THE HONGKONG STUDIO.

PHOTOGRAPHER, CRAYON PORTRAIT
PAINTER, ETC.

PHOTOGRAPHY in all its Branches.
Groups and Interiors a Specialty.
Large Selection of Views.

TOP STORIES, 41 and 43, QUEEN'S
ROAD, CENTRAL, Hongkong.

Hongkong, 20th December, 1902.

SANG MOW.

DEALER IN
Rattan Furniture, Bamboo
Blinds and Mat

GERMANY'S TRADE AGGRESSION.

Mr. Robert Mitchell Lloyd, an acute student of commercial affairs, writes as follows in the March issue of the *Trade Review* of Boston, Mass.—

One of the leading newspapers of Germany, the *Cologne Gazette*, credited with reflecting governmental tendencies, states authoritatively: "That the German promoters of colonising enterprises in Brazil have notified the colonies there that it is impossible to turn their settlements to political account; such an idea may have been entertained by individuals in the past, but the situation has been for a long time thoroughly understood in Germany and a revolutionary change in South America is no longer thought of."

We must, however, draw attention to the primal fact that in export trade and manufacturing interests, Germany is second to none, and the colonisation idea is pushed steadily forward in the form of trade aggression.

During the past quarter of a century, the immense growth in population and the ever-increasing need for additional markets, has forced the manufacturing, mercantile, and trading classes to leave Germany, and trench themselves in other sections of the world, where Germany's great output can be introduced. The civilised countries exhibiting the best opportunities to these clever, careful, determined people, have been, and are, Central America and South America. The peoples of these countries are as a rule indolent and averse to the continued grind necessary to business. The Germans, on the contrary, are keen wide-awake, ever on the alert to foresee changes and invest on possibilities, resulting in the natural course of events in their controlling mercantile matters. It will be found on examination that, in almost every part of Central and South America, the German trader has found lodgment, and the profitable general merchandising trade is controlled and carried on by them.

Some time ago, the strong, talented, and ever thoughtful ruler for his people, Emperor William at an important public gathering, voiced his sentiment that the foreign trade interests of Germany should and would be protected by the full power and force of the Fatherland. The out-spoken conviction of Emperor William on such an occasion, is one that needs our careful and thoughtful consideration, for he fully believed in what he stated, and intended when the time should come to act.

The United States has no right to feel secure on laurels won; our safety and our future lie in our ability to meet all emergencies with a swiftness of action, equal to thought; for our trade manufacturing and agricultural export interests are increasing at such a prodigious rate as to seem almost incredible.

Central and South America are our near neighbours, we require and must have their trade, so that our immense over-production shall have a nearby and continuous market. What then shall we look forward to? An abandonment by Germany of the great export markets she has made through the ability and push of her children, and the worth of her manufactures? Hardly. The moment the United States begins the inevitable and active struggle for this same territory, the professed friendship by our German brother will be withdrawn, and the promise that was made by the Emperor to protect the Fatherland's foreign trade will become a terrible and momentous issue, whose end no one can fully conjecture.

Notice of Firm.

NOTICE.

THE PARTNERSHIP heretofore existing between KENNETH WILLIAM MOUNSEY and GEORGE KINGSTON HALL BRUTTON carrying on business together as SOLICITORS in Partnership under the Style or Firm Name of MOUNSEY & BRUTTON is dissolved as from the 1st April, 1903, by mutual consent. The business will be carried on by GEORGE KINGSTON HALL BRUTTON alone under the Style of GEO. K. HALL BRUTTON, by his Attorney,

H. GEDGE, GEO. K. HALL BRUTTON, Hongkong, 1st May, 1903. [5422]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES. SIEMSEN & Co., Hongkong, 25th May, 1903. [5423]

THE NEW FRENCH REMEDY TRADE MARK

This successful and highly popular remedy, used in the Continental Hospitals by the highest medical authorities, and which has been found to be a most effective medicine of the kind, and surpasses everything hitherto known.

THERAPION No. 1 is a powerful purgative, removes all obstructions from the bowels, and is especially recommended for the treatment of all cases of constipation, indigestion, and all other ailments of the digestive system. It is a most effective remedy for the treatment of all cases of constipation, indigestion, and all other ailments of the digestive system.

THERAPION No. 2 is a powerful purgative, removes all obstructions from the bowels, and is especially recommended for the treatment of all cases of constipation, indigestion, and all other ailments of the digestive system. It is a most effective remedy for the treatment of all cases of constipation, indigestion, and all other ailments of the digestive system.

THERAPION No. 3 is a powerful purgative, removes all obstructions from the bowels, and is especially recommended for the treatment of all cases of constipation, indigestion, and all other ailments of the digestive system. It is a most effective remedy for the treatment of all cases of constipation, indigestion, and all other ailments of the digestive system.

THERAPION is a powerful purgative, removes all obstructions from the bowels, and is especially recommended for the treatment of all cases of constipation, indigestion, and all other ailments of the digestive system. It is a most effective remedy for the treatment of all cases of constipation, indigestion, and all other ailments of the digestive system.

Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila. [7444]

Intimations.

THE ROBINSON PIANO Co., LTD.

BARGAINS IN PIANOS RETURNED FROM HIRE AND THE PROPERTY OF GENTLEMEN LEAVING THE COLONY.

WERNER	...	...	\$450
BORD	...	...	285
SCHIEDMEYER	...	...	250
NEEDHAM	...	...	380
DORNER	...	...	375
R. P. CO., LTD.	...	...	350
R. P. CO., LTD.	...	...	300
CHAPPELL	...	...	225
RONISCH	...	...	400
H. & MULLER (SEMI-GRAND)	...	...	350
RACHALS	...	...	700

and SEVERAL OTHERS all made for the Climate with full Iron Frames and in Good Order.

CASH OR MONTHLY PAYMENTS.

Hongkong 1st May, 1903. [4152]

THE CHINA & JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES \$10 Per Annum.

PRIVATE LINES, By Arrangement

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.

INCLUDING—

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

LIGHTNING CONDUCTORS,

SWITCHES,

TELEPHONES,

WIRE, &c., &c.,

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS,

Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanics sent to Out-Ports to fix up Installations if required.

NOTE ADDRESS—1, ICE HOUSE ROAD.

For full Particulars, &c., &c., Apply to

W. STUART HARRISON,

A.M. INST. C.E.,

Manager.

Hongkong, 25th April, 1903. [5429]

Intimations.

THEY WILL REMAIN.

The bump of reverence is overshadowed by the bump of intelligence in the 20th century man and woman. Old things are not preserved simply because they are old. Whatsoever is no longer useful must get out of the way. Nevertheless, progress that is not intelligent will not be permanent. We shall continue to breathe air, drink water and eat bread. There will be no "improvement" on the great essentials of living, and we do not want any. Babies will come into the world as they have from the beginning, and people will die out of it as they have done since the world began. Let us not run away with the idea that all of our measured opinions are to be unceasing. Through every change, all things which, like

WAMPOL'S PREPARATION have built a reputation on honour and good service. Will hold their place. This effective remedy belongs to the past, the present and the future. It is not only up-to-date but ahead of date. For Wasting Diseases, Immature Nutrition, Lung Troubles, Immune Humors in the blood with resulting skin affections, etc., it possesses the confidence of physicians and the people everywhere. It is not expected to fail; it never does fail. The formula after which it is made is an inspiration. It contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. It is palatable as honey, and yet so medicinal as to be effective from the first dose. Professor Reddy, of Canada, says: "I have much pleasure in stating that I have used it in cases of debility and have found it to be a very valuable remedy as well as pleasing to take." To trust it and try it is to be satisfied and thankful. "You cannot be disappointed in it." Sold by chemists here and everywhere throughout the world and A. S. Watson Co., Limited.

SAVARESSE'S SANDAL CAPSULES

Not made of Urethane, most efficacious, because absolutely pure English Oil.

Full directions. All Chemists. Insist on Savarasse's.

Consignees.

NOTICE TO CONSIGNEES. "GLEN" LINE OF STEAMERS.

FROM MIDDLESBROUGH, ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENARTNEY,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be stored out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 4th May will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognised.

MCGREGOR BROS. & CO.

Hongkong, 28th April, 1903. [5392]

NOTICE TO CONSIGNEES.

FROM MIDDLESBROUGH, HAMBURG, LONDON AND STRAITS.

THE Steamship

"DENBIGHSHIRE,"

Captain W. A. Evans, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited at Kowloon, and stored at Consignees' risk and expense.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th May will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 4th May, at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN TOMES & Co. Agents.

Hongkong, 28th April, 1903. [5392]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"ARRATON APCAR,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo remaining on board after the 3rd instant, at 4 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside.

such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 1st May, 1903. [5419]

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD, HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China. Also widely circulated in Japan, Ceylon, China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

ADVERTISEMENT RATES.

(per inch.)

One week	.....	\$ 2.85
One month	.....	7.75
Two months	.....	13.50
Three "	.....	20.00
Six "	.....	37.50
Twelve "	.....	75.00

No charge less than one dollar.

Discount allowed—

3 Months Contracts	.....	5 per cent.
6 "	.....	10 "
12 "	.....	25 "

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages

\$1 each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the Hongkong Telegraph Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOB PRINTING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS,

CARDS,

CIRCULARS,

EXTRACTS.

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

THE HONGKONG TELEGRAPH OFFICE.

Estimates given for all classes of work on application to

THE MANAGER, HONGKONG TELEGRAPH CO., LTD.

1, Ice House Road, Hongkong.

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
RIOSU MARU	U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 5th May, at 4 P.M.
KAWACHI MARU	KOBE and YOKOHAMA	FRIDAY, 8th May, at Daylight.
KINSHU MARU	BOMBAY, VIA SINGAPORE and COLUMBO	TUESDAY, 12th May, at Noon.
BOMBAY MARU	MOJI, KOBE and YOKOHAMA	FRIDAY, 15th May, at Noon.
WAKASA MARU	MARSEILLES, LONDON & ANTWERP, VIA SHANGHAI, PENANG, COLUMBO and PORT SAID	SATURDAY, 16th May, at Daylight.
KAGOSHIMA MARU	BOMBAY, VIA SINGAPORE and COLUMBO	TUESDAY, 19th May, at Noon.
IVO MARU	VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 19th May, at 4 P.M.
KUMANO MARU	NAGASAKI, KOBE and YOKOHAMA	WEDNESDAY, 20th May, at Noon.
BINGO MARU	KOBE and YOKOHAMA	FRIDAY, 22nd May, at Daylight.

Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 27th April, 1903.

NORTHERN PACIFIC STEAMSHIP COMPANY.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers.	Tons.	Captains.	1903.
Hyades	3,753	Geo. Wright	May 5
Shamshir	9,666	W. M. Smith	May 21
Victoria	3,502	J. Pantou	May 23

Steamers marked (*) have no passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to

DODWELL & CO., LIMITED, General Agents.

Hongkong, 1st May, 1903. [5744]



THE P&O NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN, PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for TATA, PERSIAN GULF, CONTINENTAL, AFRICA, and SOUTH AFRICAN PORTS.

THE Steamship

"COROMANDEL,"

Captain F. J. Fox, carrying His Majesty's Mails, will be despatched from this for BOMBAY on SATURDAY, the 9th May, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay, with Transshipment.

Parcels will be received at this Office until 5 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 25th April, 1903. [5744]

Hotel.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR AND BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Passenger Elevator to each Floor.

Table d'Hotel at Separate Tables.

For Terms, &c., apply to the MANAGER.

Hongkong, 5th October, 1902. [11164]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, CALCUTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 5th May, 1903, at 11 A.M., the Company's Steamship "VARA," Captain Negre, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted (all Noon only on MONDAY, the 4th May, Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board, they must be left at the Agency's Office, Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 27th April, 1903. [10042]

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

司公限有船輪華中

FOR MOJI, KOBE, MANZANILLO, MEXICO & SAN FRANCISCO.

THE Steamship

Intimations.

A. S. WATSON & CO.,
LIMITED.

ERATED WATER
MANUFACTURERS.

**BREWED
GINGER BEER**
IN STONE BOTTLES.

The Ginger Beer we supply is prepared in our well-known factories from the freshest and best ingredients, and holds the unique position of being THE ONLY GINGER BEER IN THE COLONY THAT IS REALLY BREWED.

Of the highest standard of excellence and purity, our Ginger Beer forms a most refreshing and health-giving beverage.

PRICE IN STONE BOTTLES—

Per dozen.....\$1.75

One dollar per dozen is allowed for the bottles when received back at our factories in good condition.

A. S. WATSON & CO.,
LIMITED.

BREWERS OF GINGER BEER AND
ERATED WATER MANUFACTURERS.

ESTABLISHED A.D. 1841.

TELEPHONE NO. 256.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO.,
祥利廣

17A, QUEEN'S ROAD.

**FURNITURE
DEALERS.**

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.

ELECTROPLATED
GLASS, and
CHINA WARES.
PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHSTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES.

COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

**PHOTOGRAPHIC
DEPARTMENT.**

DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.

PROMPT RETURN.
Hongkong, 8th July, 1902.

**CARMICHAEL AND
CLARKE**

CONSULTING ENGINEERS AND
SHIPBUILDERS.

SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," HONGKONG.
A. B. C. CODE, 4TH EDITION.
Lieber's Standard Code, 1902.
Hongkong, 8th July, 1902.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

MARRIAGE.
On the 27th April, at H.B.M. Consulate-General, Shanghai, by the Rev. H. C. Hodges, M.A., BERNARD GILES, British Vice-Consul at Shanghai, eldest son of Professor Giles, of Cambridge, formerly H.B.M. Consul in China; to JESSIE VIOLET, second daughter of David Gilmour, of Shanghai.

The Hongkong Telegraph.

HONGKONG, SATURDAY, MAY 2, 1903.

LOCAL AND GENERAL.

MESSRS. Laird Bros., Birkenhead, are now completing a new destroyer for the British Navy. Her name is *Uchen*, and she is to steam 25 knots.

Watch C. E. LeMunyon's announcement in this paper.—*Advt.*

THE Bishop of Victoria preached in the English Church at Fochow before starting the following day on a three weeks' tour of visits to the various country stations of the C.M.S.

C. E. LeMunyon has an announcement to make to you very shortly: watch for it.—*Advt.*

WE regret to announce the death, which occurred on the 22nd ult. from peritonitis, of Captain A. Arnecke of the German mail steamer *Bremen*. The funeral at the new cemetery, Shanghai, was attended by many friends and numerous wreaths also bore witness to the respect in which Captain Arnecke was held.

Keep track of C. E. LeMunyon's locals.—*Advt.*

PROGRAMME of music to be played by the Band of the 33rd Burma Infantry, on the New Parade Ground, on Monday next, the 4th instant, from 5 to 6.30 p.m.

PROGRAMME.
March....."The Union's Call".....Ellenberg.
Overture....."Semiramide".....Rossini.
Selection....."Three Little Maids".....Rubini.
Serenade....."Love in Idleness".....Machbeth.
Selection....."The Shop Girl".....Ivan Caryll.
Waltz....."Parfume d'Elber".....Berger.
God Save the King.

Keep your eyes open for C. E. LeMunyon's locals.—*Advt.*

THE Hon. Treasurer of the Alice Memorial and Netherdale Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

A. Rodger	...	...	\$10
A. Shaw	...	...	10
S. W. Tso	...	...	10
G. L. Tomlin	...	...	10
Chad. T. Kew	...	...	5
R. Brotherton Harker	...	...	5
G. P. Lammert	...	...	5
L. Mallory	...	...	5
Kuhn & Komor	...	...	5
A. Becher	...	...	10
J. F. Boulton	...	...	10
A. H. Chiny	...	...	10
J. Lemm	...	...	10
J. Ullmann & Co.	...	...	5
R. S. Woonwalla & Co.	...	...	5
M. H. E. Elias	...	...	5
Under \$5	...	...	8

Watch for C. E. LeMunyon's locals in this paper in a few days.—*Advt.*

THE "ZAFRO" MYSTERY.

"TELEGRAPH" IN COURT.

CASE FOR THE DEFENCE.

The Acting Chief Justice, the Hon. Sir H. Spencer Berkeley, sat again this morning in the Supreme Court when the hearing was resumed of the case in which the Man Loong sue the China and Manila Steamship Company, Ltd., for breach of contract and the recovery of \$50,000 gold alleged to have been shipped by plaintiffs in defendant's steamer *Zafro* for Manila on 12th September last. The Counsel engaged in the case are the Hon. E. H. Sharp, K.C., and Mr. M. W. Slade (instructed by Messrs. Mounsey and Brutton) for the plaintiffs, and Mr. H. E. Pollock, K.C., and Mr. T. Morgan Phillips (instructed by Messrs. Deacon and Hastings) for the defendants. The special jury is as follows:—Messrs. A. Shelton Hooper, foreman, (Hongkong Land Investment Co.), J. W. Bolles (Standard Oil Co.), J. J. Leira (J. J. Remedios & Co.), A. Turner (Palmer and Turner), Gaston Mayer (Banque de l'Indo-Chine), F. M. A. Fuchs (Siemssen & Co.) and F. D. Goddard (Goddard and Douglas).

After we had gone to press yesterday additional evidence was heard, Poon Shik Sang, other-wise T. P. Jackson, Chinese partner of the Kwong Hing Loong at Manila, being called. According to our morning contemporary, from which we take the report of the conclusion of yesterday's business, witness said he had lived about seven years in England, ten years in America, and three years in Manila. He was a merchant in Manila in the Kwong Hing Loong, which was started in April last year. The other partners in the firm were Chan Chu Kwan and Tam Shui Tin. Witness had a quarter share, plaintiff a half share, and the other partner a quarter share. The firm had a sawmill factory in Manila before Chan Chu Kwan joined it. That factory was still carried on. Their business now was general supply. The solicitors there were Davis & Cohn, solicitors to the Chinese Consul in Manila. He had had something to do with Mr. Cohn, in connection with certain U.S. government contracts. His firm proposed going in for these contracts. In this connection there had had letters from plaintiff. He mentioned that matter to Mr. Cohn, who he believed, was a director of the American Commercial Co. After he had spoken to Mr. Cohn, he met Mr. Blume, the manager of the

American Commercial Co. This firm offered for 3,000,000 lbs. of rice, for drayage and shirts and for bags for soldiers. The firm were intending to tender for other things besides. In these matters for tendering to the U.S. Government he was acting on Mr. Cohn's advice. Mr. Cohn introduced him to Mr. Blume in his office, and he saw the latter often afterwards and talked over matters. For the purposes of tendering, he heard, American money was required; but he did not know actually whether it was American or Mexican money that was required. If you secured the contract you had to provide security. He wrote to his partner in Hongkong. He also had a good many conversations with reference to this subject with a man called Lai Kai, who subsequently left for Hongkong. In this matter he was acting on behalf of Chan Chu Kwan and his other partner. He expected to get money from Chan Chu Kwan. Chan Chu Kwan had sent goods but no money from the beginning. This \$50,000 was the first money that Chan Chu Kwan was sending. The goods sent from Hongkong to Manila from March to December last were of the value of \$200,000. He expected money from the plaintiff. A bill of lading was received by him for a box of money from the *Zafro*, addressed to Tam Shui Tin, in a printed envelope. On the arrival of the bill of lading he sent a man to clear the goods, after making a delivery order. That was about the 13th September, in the afternoon. Tam Shui Tin handed the bill of lading to him. It was next morning that he sent a man to clear the goods from the Custom house and pay the duty. The delivery order, he thought, was given in the morning. The man whom he sent for the goods did not bring them. Thereupon he went to Shewan, Tomes & Co.'s offices with the man and made inquiries about the missing box and afterwards went back to his shop and wrote a telegram to Chan Chu Kwan. He also sent the police off to the *Zafro*, but did not go off to the steamer himself. The Court then adjourned.

TO-DAY'S PROCEEDINGS.

The Court sat as usual at eleven o'clock and Mr. Morgan Phillips proceeded with the cross-examination of Tsang Chuk Shang alias T. P. Jackson, one of the partners in the Manila agency of the Man Loong. The Hon. E. H. Sharp, K.C., was still too unwell to attend the Court. The Court having been seated,

The Foreman of the jury (Mr. A. Shelton Hooper) said:—Before the case commences, my Lord, I desire on behalf of the jury to call your Lordship's attention to a letter which appeared in the *Hongkong Telegraph* last night questioning whether any of the jury held shares in the defendant company.

His Lordship:—I have not seen that. The Foreman:—I think that after the observations you made to the gentlemen, who were chosen before the jury was empanelled, it is only right to say that my colleagues and myself desire to say that not one of us is in any way interested in the Company.

His Lordship:—I have not seen that letter. I should like to see it. Mr. Pollock:—I will hand it up to your Lordship.

His Lordship:—If you please. Mr. Pollock handed to his Lordship a copy of last evening's edition of the *Hongkong Telegraph*, and he proceeded to read the letter in question.

His Lordship:—One of you gentlemen had better move in the matter and bring it before me on affidavit, and file a motion and have the editor and the publisher before the Court to answer for this letter.

Mr. Pollock:—Action will have to be taken, I presume.

His Lordship (to the jury):—I had not seen it before. I am much obliged to you.

Mr. Pollock:—It will have to be taken into consideration.

His Lordship:—The jury very properly resent the innuendo and implication. None of the jury, I need say, are shareholders.

Mr. Fuchs:—Mr. Siebs, my partner, is a shareholder.

His Lordship:—Yes, but you are not interested pecuniarily in any way.

Mr. Fuchs:—No.

Mr. Pollock:—You mean, Mr. Fuchs, this is a private matter of his own and is not in the partnership of the firm.

Mr. Fuchs:—Yes, I personally am not a shareholder. Mr. Siebs as a partner of the firm is a shareholder.

His Lordship:—What do you mean by that? Do you mean that he is a private shareholder?

Mr. Fuchs:—No, I mean he is a shareholder, as partner in Siemssen & Co.

His Lordship:—Then you are interested. Is that so?

Mr. Fuchs:—I am interested in the Company, and in that way the firm is interested. I am not personally interested as a shareholder.

His Lordship:—But as a member of the firm you have a pecuniary interest in the Company?

Mr. Fuchs:—Yes, my Lord.

His Lordship:—It is to be regretted under the circumstances that you took upon yourself to take your seat as a jurymen.

Mr. Fuchs:—I did not think I would not be allowed to sit because I had no interest as a shareholder; my name is not on the list.

His Lordship (to Mr. Slade):—Do you consent to allow this gentleman to withdraw and try the case with six?

Mr. Slade:—Yes, my Lord; I am perfectly willing.

His Lordship (to Mr. Fuchs):—I personally having, at the same time, every confidence in your personal integrity, prefer you should not continue to sit in this case because of your interest in the defendant Company. You understand?

Mr. Fuchs:—I understand.

His Lordship:—I believe absolutely that even with your standing in the Company you would give your verdict according to the evidence, but it is an absolute principle of English law that no man should be a judge in his own cause, and as this case is one in which all shareholders in the Company have a very direct interest—a sum of £10,000—if Counsel agree Mr. Fuchs will retire from the jury. There is not, in any way, any implication upon you Mr. Fuchs.

Mr. Fuchs then left the jury box.

His Lordship:—Under the circumstances I will take no notice of the letter in the *Hongkong Telegraph*. It would have been better if the editor had communicated direct with you, gentlemen, under these circumstances. (To the foreman of the jury): None of your fellow-gentlemen are in any way directly or indirectly interested in this Company, I feel quite sure.

The Foreman:—They all assure me they are not.

His Lordship:—Very well, go on. I will make a note that Mr. Slade consents to the withdrawal of the juror. Well, you consent, Mr. Phillips?

Mr. Phillips:—As your Lordship pleases.

Mr. Slade:—I should be perfectly satisfied for Mr. Fuchs to remain.

The case was proceeded with, and witness, examined by Mr. Morgan Phillips, deposed that in respect of a contract with the American Government for underclothing no deposit had to be made. He did not offer to supply rice to them.

Re-examined by Mr. Slade:—He did not tender in his own name as he thought he had a better chance if he bid through a foreign company. He arranged with the American Commercial Company that one half of the profits was to go to them and the other to the firm.

The Foreman:—When you applied for delivery of the box at Manila were you informed the box was lost or only its contents?—That the box was lost.

What date did Mr. Blum tell you that your tender was not sent in?—One or two days after the tender was opened.

What date was that?—Some time in August.

Why was it necessary, if the tender had not been sent in and accepted, for you to get money as security from Hongkong?—The money had to be deposited, if I secured the tender.

Did you have been informed you would not get it?—I must have the money when I get a tender.

His Lordship:—He intended to have the money in case any future contract was accepted.

The Foreman:—For future contracts?—Yes. Then what did you do with the \$200,000 worth of goods sent to Manila from the Man Loong previous to this?—They were for sale.

What did you do with the proceeds of the sale?—Some of it was forwarded to Hongkong to pay for a portion of the goods.

How did you send that money?—Through a Chinese bank.

What bank?—Some through the Chinese bank in Manila.

Who was the agent or correspondent of the bank in Hongkong?—I am not sure. I think it was Mr. Slade.

His Lordship:—I don't want you to think anything about it. Either say whether or not you know. I am not quite sure, I don't know the Hongkong people.

You know who the correspondent is. Mr. Slade:—He has only heard it by hearsay, my Lord.

By Mr. Slade:—Has your firm got big contracts for coal?—They have.

Is that on your account, or partly on behalf of other people?—On behalf of other people.

What contract is that?—Coal for the U.S. Navy in the Philippines.

For the whole of the Philippines?—Yes, sir. Partly on your account, and partly on behalf of other people?—Yes.

With regard to the security; will you tell me what security is required either by your firm or by the U.S. Government from people who are bidding through them?—I really do not know.

Mr. Slade proceeded to read evidence given on commission at Manila on behalf of the plaintiff by Col. H. G. Sharp, Messrs. L. E. Ross, Paul Blum, and Chav. C. Cohn.

Mr. Morgan Phillips intimated that he had three witnesses to call from the *Manila* before opening his case.

His Lordship:—Impossible. You must open your case before you call the witnesses. You may make it as short as you like; but you must open the case before you get out the contents. When do they go away?

Mr. Phillips:—On Monday.

His Lordship:—Open in five minutes.

Mr. Phillips (laughing):—I am afraid I shall take a little longer.

His Lordship:—I think you must consider this to be a very important case, and you must—

Mr. Phillips:—As your Lordship pleases.

THE DEFENCE.

Proceeding, Counsel said it was his duty to lay before the jury an outline of the evidence to be called by the defendants in support of their case, and he would also discuss with them the evidence which had been called by the plaintiffs in support of their case. It was a matter of gratification to his clients, and he was sure it must be for his Lordship that in trying the case they had the assistance of gentlemen of great commercial experience. Perhaps what was of more importance than that, even the assistance of gentlemen who were thoroughly equipped with the knowledge of general affairs. That is to say, who would be able to apply to the case the experience which they had of matters of the world. As they had seen, it was impossible for him to call direct evidence before them to show that when the box was taken on the *Zafro* it did not actually contain \$50,000 gold. It was impossible for him to call evidence to show whose hands took that box from the strongroom of the *Zafro*. If such evidence were forthcoming, if such information had been forthcoming, the case would not have come before them, or before the Court, at all events, in its present fashion. But, he would be able to adduce facts from which he thought they must produce inferences of the very strongest character that the plaintiff had devised a deep plot which he perpetrated for the purpose of defrauding the defendants. As they already knew, on the 12th September, 1902, about eleven o'clock in the morning, the plaintiff went to the *Zafro* with a box and he and another man, who probably was the sampan man, went on-board and saw the chief officer. The plaintiff told him that he had a box of specie containing money for shipment to Manila. The chief officer and second officer went down with the two men to the strongroom. (Counsel produced a plan showing a section of the steamer). The sampan man carried the box. The first and second officers and the chief engineer, who was on the saloon deck when the men went up with the box, would tell them how the man carried that box. He held it quite easily upon one arm. Around the box was a cloth tied in a knot on the top, and it rested easily on one arm. They would tell them that they were afterwards struck by the fact, as it seemed to them, of the lightness of the box which did not seem to hold such a large sum of money as \$50,000 gold. On getting to the strongroom the door was opened, and the box deposited on some cases of silk on the floor. The second officer examined the seal and in doing so turned the box over, and, thereupon, said to the plaintiff, "How did you manage to get \$50,000 into a box of this size," and the plaintiff replied, "It is not all notes." The second officer estimated the box weighed from 10 lbs. or 12 lbs. or 14 lbs., and evidence would be given to show that a box containing \$49,500 United States notes and \$500 in silver weighed 53 lbs. That was a matter, continued Counsel, of very great importance in the case. The plaintiff did not suggest that the box contained American money. Counsel then proceeded to describe the depositing of the box in the strongroom and the subsequent locking up of the mails. On the 15th September, he said, the *Zafro* arrived at Manila and on the day following the box was missing, and had not been seen since. The case for the defence was that it was a deliberate fraud on the part of the plaintiff, and Counsel suggested that there was a confederate on board of the ship, and that either during the voyage from Hongkong to Manila or while the ship was lying in Manila harbour, the strongroom was opened and the box removed. The key of the room might have been taken from the officer's pocket or a duplicate been made during the time the *Zafro* was in dock at Hongkong. He was glad that mention had been made of the fact that no suspicion was attached to the officers who still enjoyed the confidence of the Company. Counsel proceeded to comment upon the fact that, despite Mr. Sharp's assurance that he was not obliged to call the plaintiff to give evidence, if he could have been kept out, he would have been kept out and never undergone the severe cross-examination of yesterday. After alluding to the fact that, although there were baskets of account books under the solicitor's table, the plaintiff, when asked for any books that would produce one of the business methods adopted by plaintiff and said they had to look on a man like that in the light of other business men.

When the Court resumed after tiffin, Mr. Morgan Phillips, addressing the jury, said that he thought he had shown conclusively that in September or the plaintiff would be unlikely to be successful in his case. He said that, in American currency, Mr. Sharp had made a fortune to the large scope of the plaintiff's business, but there was no proof or balance sheets for year after year. Was that not a reason for his business to decline, and he dared not show what profits he had made since 1901. He had had virtually no business with the American Navy, in Hongkong since the year of the War, 1898, and for four years the \$50,000 gold had given no return whatever. The Chinese were cute and good business men, and was it likely the plaintiff would have let the large sum remain without obtaining interest? Chinese banks would have paid him a fair amount in his business, it could have been further developed instead of letting some of the money lie in his safe and come by the side of his wife's pocket. Another fact was that the plaintiff, during the years the notes were said to have been in his possession, had never insured nor taken the numbers of the notes. On the 17th September Messrs. Shewan, Tomes & Co. received a telegram from Manila stating that this box had been lost, and the firm's solicitors were then communicated with. Mr. Fung Wa Chün, the comprador of Messrs. Shewan, Tomes & Co., and Mr. Hastings went to the business place of the Man Loong. He (Mr. Morgan Phillips) would like the gentlemen to inspect those premises, which were situated not very far from the Court, near the Central Market. They would hear later, though Mr. Hastings had asked questions from the plaintiff, no suggestions of legal proceedings were made. With regard to the witness saying that Mr. Fung Wa Chün had told him that Mr. Hastings was a shipping clerk, Mr. Fung Wa Chün would deny it, it being absolutely an unqualified lie. Mr. Hastings, who was well known in Hongkong, and had asked questions of the plaintiff as to what was in the box, and ordinary things concerning it. If it was an honorable transaction, the plaintiff could have given an account of the matter and it could have been verified here and at Manila. His learned friend had made a gallant struggle in saying he might have received the notes since then. No guarantee was required to carry out the U.S. rice contracts, and regarding the foreign beef contract, Mr. Hastings mentioned, the plaintiff had not suggested that he had prepared to tender for it. He would produce evidence that no deposit in September was required from the plaintiffs in Manila for U.S. government contracts. It was not for the defendants to prove that the money was not in the box, but for the plaintiff to prove that it was.

The foreman of the jury here asked his Lordship if the onus was on the defendants to prove that the money was not in the box, or for the plaintiff to prove that it was.

His Lordship (to Mr. Slade):—Do you desire to disagree with this?

Mr. Slade:—Most certainly.

His Lordship:—I wish to hear you.

After some discussion, it was decided to let the matter stay open for discussion when Mr. Slade had time to seek for authority.

His Lordship was of opinion that the defendants were liable as carriers for the non-delivery of the case, but the plaintiff must prove to the jury that \$50,000 was in the case.

Mr. Slade contended that it was precisely the same procedure as in a criminal action.

F. F. Ryne, assistant paymaster of the U.S.S. *Montezuma*, gave evidence that the payments were made in Hongkong in Mexican currency, excepting small cheques for remittance.

Two other witnesses of the U.S.S. *Montezuma* gave corroborative evidence.

John Hastings gave evidence in the effect that on the 17th September last he was sent for by Messrs. Shewan, Tomes & Co. and learned that they had received a telegram announcing the loss of the box. He accompanied Mr. Fung Wa Chün to the business premises of the Man Loong.

What was your object?—To ascertain particulars of the shipment of the box and numbers of the notes.

Proceeding, witness said he took down in writing a statement made by the master of the ship. He had no knowledge of Mr. Fung Wa Chün saying he (witness) was a shipping clerk. He saw a small, rather old and common-looking safe, which contained a few ten cents and Chinese papers, but there were no American dollars or notes.

By Mr. Slade:—He wanted to find out the facts of the case, but had not any suspicion about the plaintiff.

Why did you write down what he said then?—I wished to have the facts in writing.

He was shown one or two gold coins belonging to the ship.

Fung Wa Chün was the next witness and, cross-examined by Mr. Morgan Phillips, said that when proceeding with Mr. Hastings to the Man Loong he met Mr. Chan Chu Kwan at the foot of the staircase and accompanied him to the Man Loong shop. He had not said that Mr. Hastings was a shipping clerk, but calling Mr. Hastings by name said, "Here is Mr. Man Loong."

The safe was a common one and it contained old, dirty paper, copper cash, and small silver coins in a matting bag.

By Mr. Slade:—He had known the plaintiff for a considerable number of years. The plaintiff had shipped a considerable quantity of goods by his firm.

Would you be surprised to hear that since March last year \$5,000 was the freight paid to your firm?—No.

By Mr. Morgan Phillips:—Was it in the September last year or after that he had the largest quantities?—Since the loss of this case.

The Court adjourned till Tuesday morning at eleven o'clock.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

TELEGRAMS.

(Reuters.)

The United States and Russia.

LONDON, 30th April.

Count Lamsdorff has assured the American Ambassador that Russia has no intention of depriving foreigners of advantages they now enjoy in Manchuria; of conferring special privileges on Russians, nor of in anywise closing the "open door"; on the contrary Russia is anxious to attract American commerce and capital.

LATER.

Russia and Manchuria.

Lord Cranborne confirms that Russia has disclaimed knowledge of the Manchurian demands and of any intention of seeking exclusive privileges in Manchuria or of departing from her assurances already given.

THE KWANGSI FAMINE.

H.E. the Governor has kindly placed at our disposal a long letter received from Mr. Clement, dated Ts'ing Chau Fu, Kwangsi, 26th ultimo, which we regret we are unable to publish till Monday.

AUTHORISED ARCHITECTS.

It is notified in the Gazette that His Excellency the Governor has been pleased to appoint the following gentlemen to be a committee to assist in the consideration of applications for enrolment on the list of Authorised Architects:—

The Honourables William Chatham, Sir Catchick Paul Chater, Kt., C.M.G.; Dr. Ho Kai, C.M.G.; and Robert Gordon Shaw, Messrs. William Danby and Robert Kennaway Leigh.

TRIAL TRIP OF THE C.M.S. "POOCHI".

This popular vessel has just been fitted with tri-compound engines and a new boiler by Messrs. S. C. Farnham, Boyd & Co., Ltd., to the designs of the C. M. S. N. Co.'s Marine Superintendent, Mr. Weir, similar to those already fitted in the s.s. *Tonnan* and s.s. *Kwong-lah* by Messrs. S. C. Farnham, Boyd & Co., Ltd.

The s.s. *Poochi* was built in Glasgow in 1882 by Messrs. Aitken & Mansel and ergined by Messrs. Lees & Anderson.

She had been a good paying ship to her owners, as her extremely light draught enabled her to reach the Tientsin River when this most unreliable stream was at its shallowest. By the substitution of her new engines and boiler, she is still further reduced in draught and she can still maintain her reputation as the lightest draught steamer on the Tientsin trade.

Messrs. S. C. Farnham, Boyd & Co., Ltd., undertook the work of tripping this steamer and have completed the job inside of sixty days, which is a very creditable performance.

The same firm have now in hand the converting of the C. M. S. N. Co.'s s.s. *Chiyen* (re-boiling and tripping) in a similar manner to the s.s. *Kwong-lah*. With the other alterations to houses and passenger accommodation this will make the s.s. *Chi Yuen* quite up to date.

The s.s. *Poochi* left the Old Dock buoy at 2.30 p.m. yesterday, says the *N.C.D. News* of the 28th ult., and steamed down river, with a small party of guests, Mr. T. Weir representing the C. M. S. N. Co. and Mr. D. Cranston the Dock Company.

It was at once apparent from the start that everything would work smoothly as the machinery started with great punctuality. During the whole run everything gave the very best results and all returned to the Kinleyuen Wharf eminently pleased and satisfied.

While down river the tug *Daisy* undergoing a preliminary steam trial was met. This vessel was built by Messrs. S. C. Farnham, Boyd & Co. in the short space of two months. She is built to the order of Messrs. Taiho & Co. for use in Dalny harbour.

COMING EVENTS.

Regarding the report given in our last evening's issue that the Chinese tailors in the Colony have received extensive orders for regiments outfits, a representative of this paper made further inquiries this morning among the Chinese tailors and gleaned the following additional facts:

About a week ago, certain Japanese firms in this Colony approached one of the well-known Chinese tailors with a view to ascertaining the cost of making 20,000 khaki uniforms, the materials, including buttons and cloth, being supplied. The master of the shop asked the parties to wait till the next day when he would give an answer. During the interval, the master of the shop interviewed other tailors, with the result that a bargain was struck the very next day. In the course of the current week, nearly all the tailors in the Colony have been commandeered, and we understand the contract for supplying the uniforms expires on Monday. It is generally understood that the uniforms are destined for certain foreign ports not far from Hongkong. As we stated these uniforms are made in fit small men, and are adorned with red facings.

A few weeks ago we gave the information that all the bakeries in this Colony were engaged in carrying out a contract with certain Japanese firms for the supply of biscuits. This it seems has been accomplished, and according to today's intelligence, we are informed that certain bakeries in the Colony have received

contracts from the same source, for the supply of bean curd, vermicelli, and cured bamboo shoots. These are to be packed in huge jars, and when completed are also to be shipped to a neighbouring port.

FURTHER ARRIVALS OF THE RUSSIAN FLEET.

At about 8.45 this morning, there loomed from the neighbourhood of Lyceum Pass the first class Russian cruiser *Bogatyr*, accompanied by a brace of torpedo boat destroyers, viz., the *Bourne* and *Hokky*. After selecting an anchoring site directly opposite Blackhead Point, and after the customary salutes had been exchanged, the five Russian torpedo boats, viz., *Wladimir* (the flagship), *Vladimirov*, *Vladimirov*, and *Vladimirov* which were to have sailed for Port Arthur yesterday but had to put back owing to stress of weather, immediately got up steam, and dashed for the cruiser where great deal of signalling took place. We are informed that the seven torpedo boats after coaling will head direct for Port Arthur being conveyed by the cruiser.

THE CANTON-HANKOW RAILWAY DISTURBANCE.

(From Our Correspondent.)

CANTON, 1st May.

The railway surveying party have reached Canton, arriving yesterday afternoon, and I learn that the scene of trouble was Yuan Tien situated about 100 miles up river. Thither the U.S. gunboat *Calliope* proceeded, leaving Canton at about 9 a.m. yesterday. It appears that there is a decided anti-foreign feeling in the Ching Yuen district, the vicinity being placarded with anti-foreign proclamations. When menaced the surveying party, consisting of some five Americans and eight Japanese, sought protection from the elders at a temple, and under cover of night, were assisted to escape. Probably many more such scares will follow as the engineers and workers strike further inland. The U.S. Government has given instructions that a gunboat shall always be available. Commander Bechler of the U.S.S. *Monterey* and U.S. Consul, Hon. R. M. McWade, have advised the Government of the necessity of laying proper river moorings for larger craft in order that efficient accommodation be provided to an increased force to be kept available for landing, in the event of emergency.

THE STRANDED "VICTORIA".

SALVAGE OPERATIONS ABANDONED.

A telegram to the *N.C.D. News* dated Chefoo, 27th ult., says that the British steamer *Victoria* is found on examination to have sustained so much damage as not to be worth the cost of getting her off. The operations have, therefore, been stopped and it is now intended to remove everything of value from the vessel and sell the wreck by auction.

Writing on the 24th ult. the correspondent of the *Mercury* states:—A gale is blowing from the north-east, with a heavy sea rolling in, and it is feared that the salvage operations on the s.s. *Victoria*, which up till now had been carried on with every hope of success, will have to be abandoned. A large quantity of the cargo (lumber) has been put into lighters, but owing to the heavy sea now running, it is very unlikely that the vessel will ever be fit for anything but the shipbreaker. Just at present there is uncertainty here as to how the salvage party, and those on board the steamer, may be faring, but it is hoped that the tugs in attendance were able to place everybody in safety before the blow got too bad. I shall send you further details when obtained.

THE FUTURE OF TIN.

MR. JAMES WICKETT AT THE REDRUTH MINING EXCHANGE.

At the twenty-third ordinary general meeting of the Redruth Mining Exchange Co., Ltd., Mr. James Wickett (Chairman), in proposing the adoption of the report said the members would remember certain remarks he made with regard to Cornish mining at their meeting twelve months ago. He was glad that during his absence to the Straits some of the Cornish mines had wonderfully improved, and one of the most pleasing bits of news he heard on arrival was of the improvements made at South Crofty. That mine was doubtless one of the best in the district. He thought it would not be out of place for him to refer to his impression of the Straits. The situation was comparatively little known, and he ought perhaps, in passing, to remind them that the Malay Peninsula was a narrow strip of land between the Straits of Malacca on the West, the China Sea on the East, the Federated Malay States being situated in the broadest part of the Peninsula. A range of mountains ran through the entire length, dividing the Eastern from the Western States. The height varied from 3,000 to 7,000 feet; they were mostly granite with small limestone hills at the foot. Mr. Wickett said the Federated States are Penang, Selangor, Negri Sembilan, and Pahang, and we took possession of Penang in 1874, when Sir Andrew Clarke, representing the British Government, entered into a treaty with the Chiefs of Penang, and, at the request of their Sultan, a British Resident and Assistant were appointed, and since that date the country had been governed by a Council of which the Sultan is the nominal head, but the British Resident has the real power and authority. Until 1896 each of these four States was administered independently, but in

that year all the States were merged into one Civil Service, and governed by a Resident General.

In 1902 the imports were 34,402,580 dollars; exports 60,561,000, dollars showing a trade of 98,000,000 dollars. In the Straits there are 257 miles of railway, with nearly 100 miles under construction; and in the neighbourhood of all the large towns the roads are in excellent condition.

The chief producing State is Perak. I could not get any particulars of the production from 1875 to 1888, but in 1889 Perak produced 13,500 tons, and the four States together about 20,000 tons, and in the few years following it increased rapidly, and last year the shipments were 51,990 tons, and this was rather more than the actual production as certified by the Government returns. At any rate, the production has more than doubled in about twelve years.

The main question that concerns us is, will the production continue to increase, or rather, can the present output be continued for many years?

At present the hydraulic mines are returning less than 150 tons monthly. In returning 50,000 tons yearly, of course, an immense quantity of ground is worked out, and in an hydraulic mine, with which I am connected, the produce does not exceed 2 lbs. to the ton, and yet we are enabled to make large profits, and are returning our tin at less than £70 per ton but I may as well say here that this is by no means general. You are well aware that during the last two years the price of tin has been unusually high and the producers in the Straits have had every inducement to strain every nerve to return every pound of tin possible, and yet the output has not increased, and as far as I could gather on the spot, I do not expect any increased production for 1903; but on the other hand, I see no reason for concluding that there will be any material reduction although many producers and merchants on the spot contend that the present output cannot be maintained.

The opinion in the Straits is that the Gold Standard will soon be adopted, but many tin producers are not favourably disposed to it, whereas the public generally are demanding it. Of course the more dollars to the pound the greater is the inducement to produce tin, but I very much question if the price of silver has had any important influence on the production of tin in the Straits, but consider the expansion of trade in America is mainly the cause of the high price now ruling.

For many years the bulk of the tin produced in the Straits has been smelted at Singapore by the Straits Trading Co., but there has been some competition from three or four smelters in Penang. However, an American Company will shortly enter the market, and a keen competition will assuredly follow. The Americans intend shipping the ores to New York, where they are erecting large smelting works.

I am inclined to think that a large proportion of tin in Penang is now being produced at a splendid profit, but, of course, the mines are not all equally productive, and several are supposed to be working without much profit. The Chinese are great speculators, and if they sink large sums of money, they take their losses good temperately and rarely grumble.

The question of ducs, of course, is a very important one. In the Straits it varies from 12 to 14 per cent., which, of course, is very high. However, it is well to remember that the ores rarely come from a greater depth than 100 to 130 feet, and usually about 20 to 40 feet, and that the cost of production compares favourably with Cornwall, and perhaps, with any tin producing district. The State of Perak is certainly the richest tin-producing district in the world and I see no reason to expect anything different for many years, and certainly we shall not be in a position to compete with them.

So far no nodes worth mentioning have been discovered in Penang, and in Idaho mining I think Cornwall will hold its own.

It was impossible to get any reliable information as to the produce of the tin produced in the deep mines of Perak. The average at Tronoh for last year was about 30 lbs. to the ton, but I think this was considerably in excess of the average, which I should calculate at about 20 pounds, but for this I have no reliable data. The bulk of the mines in Penang are making magnificent profits, and there are immense districts unexplored. There is no doubt that enormous quantities of tin will sooner or later come to the market. It has been a fortunate fact that the trade of the world increased with the development of the Straits, and we are thankful for the present high price of tin. I am of opinion that the production of the Straits has reached its limits, unless, of course, some extraordinary discovery is made, and as far as I can see the outlook for Cornwall is much better than it was a year ago. (Applause.)

In reply to Mr. Menhinick, the Chairman said 150 feet would be considered deep mining in the Straits, and answering Mr. Rowe, stated that the depth of the bedrock was uncertain.—*Cornish Post*.

COMMERCIAL.

In their weekly share report of this date Messrs. Erich Georg & Co. write:—

There is very little of interest to report with regard to business during the last week. The market opened dull and practically remained so during the whole week, local settlement and a heavy one in Shanghai combined with continued tightness of money interfering with operations, although at time of writing a slightly firm feeling is noticeable; the rates on Shanghai are 7½ for T/T, and 7¼ for three days' sight Private Paper.

WEEKLY SHARE REPORT.

In their report dated the 1st inst., Messrs. Benjamin Kelly & Potts write as follows:—

Business has again been dull during the week which may be partly attributable to the sudden rise in exchange.

Banks.—Hongkong and Shanghai Banks after declining to \$670 have recovered to \$675 at which latter rate shares have changed hands. The London quotation is unchanged. Nationals are firm at \$25, but we have heard of no business.

Marine Insurance.—Unions are quiet at \$535. China Traders have improved and are now inquired for at \$60. Cantons have been sold and have further inquired at \$167½.

Fire Insurance.—Hongkong Fires are firmer and can be placed at \$307½. China Fires have changed hands at \$83 and \$84, and close with buyers at the higher figure.

Shipping.—Hongkong, Canton and Macao Steamboats have been disposed of and are still on offer at \$384. Indo-China opened with buyers at \$109 but have since reacted and sales at \$108 have taken place. China and Manilas are in request at \$26 after sales at the rate. Douglas Steamships have declined and are offering at \$41. Star Ferries (old issue) are unchanged with buyers at \$27; the new shares have been done and are wanted at \$15½. Shell Transports have been dealt in at £1.5½ and £1.16 at which latter rate shares can be placed. Shanghai Tugs are obtainable at £1.340. Taku Tugs have dropped to £1.49 and are to be had at the price. Sales of Cargo Boats are reported in Shanghai at the reduced rate of £1.167½.

Refineries.—China Sugars have again been done at \$170 and close weak at the price.

Mining.—Punjoms are dull at \$11. Raubs continue to rise and are wanted at \$11. Celebuts have been bought at \$1.50 and \$1.55 and there are buyers now at \$14. Chinese Engineerings are offering at £1.7½.

Docks, Wharves, and Godowns.—Hongkong and Whampoa Docks weakened for the settlement and were sold at \$213 but they have since hardened and are now in demand at \$214. Farnhams have strengthened their position and sales at £1.192 have been effected in Shanghai. Kowloon Wharfs have been placed and are in further request at \$93. Hongkong Wharfs are without business and can be procured at £1.300.

Lands, Hotels and Buildings.—Hongkong Lands have depreciated to \$170 and can be obtained at this figure. Shanghai Lands are on offer at £1.112 and Astor House, Hotels can be bought at \$19. Hotel des Colonies have weakened and have been paid with at £1.17. Hongkong Hotels have been sold at \$150. Humphreys Estates remain firm at \$124. China Mills are wanted after sales at \$97. Cotton Mills.—Ewos are procurable at £1.32. Internationals at £1.40, and Laou-Kung-Mows at £1.43. Hongkong Cottens are asked for at \$16.

Cigar Companies.—Sumatras are easier with sellers at £1.60.

Miscellaneous.—Green Island Cements have again been done and are still inquired for at \$23. A. S. Watsons remain in request at \$15. Electric (old issue) are in demand at \$13½; the new shares continue quiet at \$7½. Tramways have been sold at \$30. Light and Power are wanted at \$10 and Steam Waterboats have advanced to \$13. Ropes have been fixed at \$15 and \$17½. Lengths have tumbled to £1.375 and are offering at the rate.

SHIPPING AND FREIGHT.

The freight market remains about the same. From Saigon to Hongkong 17 cents per picul last and offering; to one port Philippines 30 cents last. Holo to Yokohama or Kobe, a small steamer has been taken up at 30 cents. Wuhu and Chinkiang to Canton, a fair demand 22 cand. last and 25 cand. now offering for prompt tonnage. An Indo China steamer, 3,000 tons, has been taken up for July shipment from Java to Japan at 41 cents per picul one port, and 44 cents two ports. The s.s. *China* secured a charter from hence to Saigon for 40,000 cases of Kerosene at 15 cents per case.

Coal freights are weak. Moji to Hongkong \$1.95 per ton last; to Singapore \$2.25. Regarding sailing vessels, the Swedish barque *Dharava*, 1,277 tons net, is chartered from hence to New York at £1,850 in full.

Six disengaged vessels, registering 8,064 tons, are in the port.

CHINESE COAST N. CO.

The sphere of action of the Chinese Coast Navigation Co., of Hamburg, will be entirely changed as soon as the six new boats which have been ordered are delivered. The fleet will then be utilised wherever a profitable opening presents itself.

THE C. P. R. CO.

The Canadian Pacific Railway Co. is said to have succeeded in insuring in London the 14 steamers, recently purchased from Messrs. Elder, Dempster & Co., at the rate of four guineas per cent. per annum, as against exactly double paid by the late owners. The C. P. R. Co. will, it is thought, thus save between £30,000 and £40,000, which in all probability is the cheapest insurance on record.

HONGKONG RICE EXPORTATION.

The U.S. Government have appropriated \$300,000 gold, to aid the Filipino natives. In some of the provinces rice has been killed almost all the heads of the rice, the inhabitants are unable to till the soil and are thereby in destitute condition. A portion of the appropriation is for the purchase of water buffaloes, and the balance to furnishing food where needed. It is the idea of the authorities to exchange this rice, if possible, for labour, and thus be enabled to put into execution a scheme for making new roads through the islands. Hongkong is receiving its share of the rice business, and the China and Manila s.s. *Zentiro* is daily left with the second largest shipment for Batangas, situated on the Philippine coast about

80 or 90 miles south of Manila. She also had the former consignment which she had on board. The cargo was discharged, was conveyed to Batangas and there discharged, (working night and day, into flat scows and dugouts.

PAHANG NOTES.

The Pahang Special Correspondent of the *Malay Mail* writes as follows in that journal of the 22nd ult.:—

The last of the old Raub men left here on Saturday. Mr. W. Johns has been managing the Eastern Lode claim since its inception and in the face of extreme difficulties carried the work through. Unfortunately the results obtained were not sufficiently encouraging to justify continuance. All the Europeans on the field assembled at the Club to wish Mr. Johns "God speed" and better luck. Apart from our regret at losing him, a most enjoyable evening was spent. Our worthy pastor came along from Kechau to give him the benefit of his ministrations. It is on the cards that Mr. Johns may decide to return to the States after visiting his people at Charters Towers.

The new make of stone at the No. 3 level, Bukit Koman, is being worked north and south; the face shows about five feet of stone. No more ore is being taken from above the No. 2 level; that part being probably depleted of payable stone.

Sinking in Bukit Koman shaft is to be gone on with. Work in the eastern adit, Bukit Koman, is still in hand, but no payable stone has been met with up to date.

Prospecting work to the far east of Bukit Koman has been suspended.

The Raub report for the last month ending March 28, is not as satisfactory as that for the previous term—a greater amount appears for development, and the ore values are slightly higher. The total value of the output shows \$29,000, while expenditure claims \$23,000; the profit being only \$5,600, as against about \$29,000 for the last period. It seems difficult to make any calculations on the returns.

The Malaysian Company are driving on the main lode in the 100-foot level north shaft. The country is very hard, but the formations appear to be regular. Up to the present they have been crushing from their ore at grass—the result of development only, so that all their reserves are still intact. Several thousand tons of surface ore have been crushed from the southern end of their claim, giving satisfactory results.

The old Bukit Malacca shaft, originally opened by the Raub Company and abandoned by them, has been re-opened by the Malaysian Company. The shaft is excavated to 150 feet and is being strengthened preparatory to cross cutting for the main lode. The country in this shaft is much altered and is very soft; the management will have their work cut out to keep the ground safe, the more so as the shaft is the wettest one on the field.

The Government contemplate constructing a road out to the Malaysian Company's claim from Raub. Work at the Malaysian Company's claim at Sepan is well forward. The main pipe line is cleared, and the work of cutting out the main ditch is in hand.

The transport tram line from Rinhai to Sepan is almost complete, as is also the bridge path from Bentala to Tanjung Besar.

TO-DAY'S EXCHANGE.

ON LONDON, Telegraphic Transfer	184
Bank Bills, on demand	8 5 16
Credits, 4 months' sight	184
Dmpts 4 months' sight	184
ON BEKING (demand)	M. 723
ON PARIS, Bank Bills, on demand	2.124
Credits, 4 months' sight	2.163
ON NEW YORK, Bank Bills, on demand	414
Credits, 30 days' sight	414
ON BOMBAY, Telegraphic Transfer	137
On demand	137
ON SHANGHAI, Telegraphic Transfer	714
Credits, 30 days' sight	714
ON YOKOHAMA, Telegraphic Transfer	714
Credits, 30 days' sight	714
Sovereigns, Bank's Buying Rate	5 170
Gold Leaf, 100 touch, per tael	5 170
Rar Silver	5 170

OPIUM QUOTATIONS.

To-day's quotations are as follows:	
Malwa New	10 10 10
Patna New	10 10 10
BENARES NEW	10 10 10
PERSIAN (PAPER)	10 10 10

To-day's Advertisements.

FROM HAMBURG, ROTTERDAM, PENANG AND SINGAPORE. THE H.A.L. Steamship. "SUEVIA," Captain Borch, will be despatched for the above Ports, on TUESDAY, the 5th instant, at Noon. For Freight or Passage, apply to HAMBURG-AMERICA LINE, Hongkong Office. [56c]

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Shipping—Steamers.

OCEAN STEAMSHIP COMPANY, LD.
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"HYSON"	On 9th May.
GLASGOW and LIVERPOOL	"AJAX"	On 18th May.
GLASGOW and LIVERPOOL	"ANTENOR"	On 25th May.
GLASGOW and LIVERPOOL	"PELEUS"	On 1st June.
GLASGOW and LIVERPOOL	"YANGTSE"	On 4th June.
GLASGOW and LIVERPOOL	"OOPACK"	On 9th June.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES, LONDON & ABERDEEN	"JASON"	On 12th May.
"LIVERPOOL via GENOA"	"AGAMEMNON"	On 17th May.
LONDON	"PATROCLUS"	On 26th May.
"LIVERPOOL via GENOA"	"CALCHAS"	On 4th June.
MARSEILLES, LONDON & ABERDEEN	"HYSON"	On 12th June.
"LIVERPOOL via GENOA"	"ALCINOUS"	On 23rd June.
MARSEILLES, LONDON & ABERDEEN	"ANTENOR"	On 7th July.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"AJAX"	On 20th May.

For Freight, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 2nd May, 1903.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"WHAMPOA"	4th May.
MANILA	"SUNOKING"	6th "
KOBE	"TAMAR"	9th "
MANILA	"TAMAR"	20th "
PORT DARWIN, THURSDAY IS., COOKTOWN, CAIRNS, TOWNS- VILLE, BRISBANE, SYDNEY and MELBOURNE	"TAMAR"	20th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 2nd May, 1903.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships.—Electric
Light.—Perfect Cuisine.—Surgeon carried.—All the most up-to-
date arrangements for comfort of Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	Saturday, 9th May, at 10 A.M.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	Saturday, 16th May, at 10 A.M.
PERLA	1980	J. McGinty		

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,

GENERAL MANAGERS.

Hongkong, 2nd May, 1903.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, INLAND SEA OF
JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

PORTLAND OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY

Steamship.	Tons.	Captain.	To Sail
"INDRAPURA"	4,800	A. E. Hollingsworth	May 14, 1903.
"INDRASAMHA"	5,107	R. P. Craven	June 14, "
"INDRAVELLI"	4,800	W. E. Craven	July 14, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

1266c

ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI	"DAIGI MARU"	T. W. Groves	SUNDAY, 3rd May.
FOR FOCHOOW	"ANPING MARU"	J. Goto	WEDNESDAY, 6th May.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	SUNDAY, 10th April.
FOR ANPING	"MAIDZURU MARU"	T. Saito	WEDNESDAY, 13th May.

* Via Swatow and Amoy.

The Company's new steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried. All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's. Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YOKKA KAISHA's steamers to Shanghai.

For Freight, Passage and further information, apply at the Co.'s Local Branch Office, at No. 2, Des Voeux Road Central.

Hongkong, 28th April, 1903.

T. AKIMA, Manager.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.
HONGKONG-MANILA,
REDUCED SALOON PAS-
SAGE MONEY.

SINGLE, \$25. RETURN, \$40.

STEAMERS fitted throughout with Electric Light. First Class Accommodation. Unrivaled Table. Duly qualified Surgeon carried. BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st May, 1903.

STEAM TO CANTON.

THE Splendid New Steel Twin Screw Steamer

"KWONG CHOW,"
1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 5:30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.
Passage Fare, \$4 Single Journey.
Meals \$1 each.

The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHIU ON S.S. CO., LTD.

Hongkong, 14th March, 1903.

WING ON STEAMSHIP COMPANY.

HONGKONG-MACAO LINE.

THE Steamship

"CHU KONG,"
Capt. Mason.
Departures from HONGKONG to MACAO, Daily, at 7:30 A.M. SUNDAY including. Departures from MACAO to HONGKONG, Daily, at 2 P.M. SUNDAY including. This Steamer is the fastest and has Superior Cabin Accommodation.

FARES:

1st Class, \$2.00
2nd " 1.00
3rd " 0.50
Further Particulars may be obtained at the Office of theWING ON STEAMSHIP CO.,
No. 42, Bonham Strand West,
Hongkong, 30th April, 1903.STEAMSHIP SERVICE TO NEW YORK
via SUEZ CANAL.
(With liberty to call at PHILIPPINE PORTS).

THE "Shire" Line.

S.S. "PEMBROKESHIRE"
will be despatched on or about FRIDAY, the 15th May.The American Asiatic S.S. Co.'s
"NORMAN ISLES,"
will be despatched on or about MONDAY, the 15th June.For Freight, &c., apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 16th April, 1903.

TOYO KISEN KAISHA

MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivaled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.	Captain.	Tons.	Sailing Date.
ROSETTA MARU	N. Tate	3,876	Tuesday, 5th May, at 11 A.M.
ROHILLA MARU	E. P. Bishop	3,869	Tuesday, 12th May, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 29th April, 1903.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER HAMBURG-AMERIKA LLOYD.

STEAM FOR

SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"ZIETEN,"
of the NORDDEUTSCHER LLOYD,
Captain Wilhelm, due here with the outward German Mail about MONDAY, at 6 A.M. will leave for the above Places about 12:24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
Agents.

Hon. Lov. 30th April, 1903.

COMPAGNIE DES MESSAGERIES

MARITIMES.

PAQUEBOTS-POSTES FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"SALAZIE,"
Captain Aubert, will be despatched for the above Ports on or about TUESDAY, the 5th May.

For Freight or Passage, apply to

G. DE CHAMPEAUX,
Agent.

Hongkong, 28th April, 1903.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

via PORTS AND SUEZ CANAL.

(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1903.

"AFRIDI" About 1st May.

"SAGAMI" " 23rd May.

For Freight and further information, apply to

DODWELL & Co., LIMITED,
Agents.

Hongkong, 30th April, 1903.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR MANILA.

"AUSTRALIAN,"

Captain Helms, will be despatched as above on WEDNESDAY, the 6th May, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Passage, apply to

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 28th April, 1903.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

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For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 14th April, 1903.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARRATOON APCAR,"
Captain E. Fey, will be despatched for the above Ports, on THURSDAY, the 7th instant, at Noon.

For Freight or Passage, apply to

DAVID SASSOON & CO., LIMITED,
Agents.

Hongkong, 1st May, 1903.

AMERICAN AND ORIENTAL TRANS-
PORT LINE.

STEAM FOR NEW YORK VIA

SUEZ CANAL.

THE Company's Steamship

"HEATHFORD,"
will be despatched on or about 25th May.

For Freight, apply to

ARNHOLD, KARBERG & CO.,
General Eastern Agents
for China.

Hongkong, 29th April, 1903.

Shipping.

Arrivals.

SUEVIA, Ger. s.s., 2,663, Horitz, 1st May—Singapore 26th Apr., Gen.—Hamburg Amerika Line.

PIERRE ANTONINE, Fr. bq., 1,740, Relegne, 1st Apr.—New York 3rd Oct., Oil—Order.

WHAMPOA, Br. s.s., 1,109, Laver, 1st May—Canton 1st May, Gen.—B. & S.

CLARA JENSEN, Ger. s.s., 1,604, Bendixsen, 1st May—Canton 1st May, Gen.—J. & Co.

APENRADE, Ger. s.s., 650, Ulderup, 1st May—Huihong, Hoihow 30th Apr., Gen.—J. & Co.

BOUNNY, Rus. torpedo-boat, 300, Pogorelsky, 2nd May—Singapore 26th Apr.

BOGATER, Rus. cruiser, 6,300, Hemman, 2nd May—Singapore 26th Apr.

BOIKY, Rus. torpedo-boat, 300, Snease, 2nd May—Saigon 26th Apr.

TARTAR, Br. s.s., 4,426, Beetham, 2nd May—Vancouver, Shanghai 29th Apr., Malls and Gen.—C. P. R. Co.

ANPING MARU, Jap. s.s., 1,053, Goto, 2nd May—Fochow via Amoy and Swatow 29th Apr., Gen.—O. S. K.

DEVAVONGSE, Ger. s.s., 1,035, Kumpel, 2nd May—Bangkok 25th Apr., Rice and Wood—B. & S.

MARIA VALERIE, Aust. s.s., 4,235, Berberovich, 2nd May—Shanghai 30th Apr., Gen.—S. W. & Co.

KOUN MARU, Jap. s.s., 2,876, Minamikawa, 2nd May—Kobe 26th Mar., Coal—Chinese.

EMMA LUYKEN, Ger. s.s., 1,110, Martens, 2nd May—Saigon 28th Apr., Rice—O. S. K.

Clearances at the Harbour Office.

Aphenade, for Hoihow.
China, for Saigon.
San Cheung, for Canton.
Chuanwai, for Wuchow.
Chan On, for Wuchow.
Prometheus, for Shanghai.
Chikong, for Macao.
Whampoa, for Shanghai.
Hoi Ho, for Canton.
Sulphur, for Shanghai.
Nha Verde, for Macao.
Wingchai, for Macao.
Paul Downer, for Kwong-chow-wan.
Suzanne, for Singapore.
Haitan, for Swatow.
Kwongchow, for Canton.
Quercus, for Mauritius.
Guthrie, for Wuhu.

Departures.

May 2.

Hitachi Maru, for Singapore.
Zafiro, for Manila.
Hong Bei, for Amoy.
Prometheus, for Shanghai.
Pakhoi, for Swatow.
Sabine Rickmers, for Canton.
Choyang, for Shanghai.
Glenogle, for Amoy.
Suzanne, for Calcutta.
Whampoa, for Shanghai.
Pro, for Chetoo.
Malabar, for Malacca.
Sulphur, for Shanghai.
Pakhoi, for Manila.
Fukuoka Maru, for Takow.
Stanley Dollar, for San Francisco.
Benkirig, for Canton.

Passengers arrived.

Per Suez, from Singapore—233 Chinese.
Per Tartar, from Vancouver—Mr. N. W. Ryan.
From Yokohama—Mrs. Tompkins.
From Kobe—Messrs. Wear, Rogers, Edwards, Chapman, Gray, Mason and Li Kai.
From Nagasaki—Mrs. Ford.
From Shanghai—Mrs. McClean, Capt. Morley, Payne, Mr. Wong Chung Tong and servant, and 60 Chinese.
Per Devavongse, from Bangkok—75 Chinese and 1 Japanese.
Per Anping Maru, from Coast Ports—150 Chinese and 3 Japanese.

Passengers departed.

Per Zafiro, for Manila—Messrs. T. J. Wolf, S. M. Jones, Chas. Lay, Thomas Bittor, Nicholas Tomacho, G. S. Chong, G. Slocco, Dr. Sakurai, Messrs. K. Noguchi, K. Kawata, Cheong Tackling, D. Choyrie, Valia Ong, Vicente H. G. Bisco, S. Tatco, A. Sing, Mrs. Thompson, Messrs. Norman and Wm. Ryan.

Post Office.

A Mail will close for:—

Canton—Per Powan, to-morrow, 9 A.M.
Nantao—Per Talle, to-morrow, 9 A.M.
Saigon—Per China, to-morrow, 9 A.M.
Chinkiang—Per Lador, to-morrow, 9 A.M.
Canton—Per Honam, 4th inst., 7:30 A.M.
Swatow, Bangkok—Per Kong Hing, 4th inst., 9 A.M.Macao—Per Heungshan, 4th inst., 1:15 P.M.
Shanghai—Per Kwongshing, 4th inst., 3 P.M.
Kumchuk, Samshui—Per Tungshing, 4th inst., 4 P.M.Nantao—Per Talle, 4th inst., 5 P.M.
Canton—Per Fatkan, 4th inst., 5 P.M.
Hoihow, Singapore, Bangkok—Per Rajaburi, 5th inst., 8 A.M.

Hoihow, Bangkok—Per Wongkoi, 5th inst., 8 A.M.

Europe, &c., India, via Tuticorin—Per Yarra, 5th inst., 9 A.M.

Singapore, Sourabaya, Samarang—Per Hop-jang, 5th inst., 10 A.M.

Manila—Per Rosetta Maru, 5th inst., 10 A.M.
Moji, Kobe, Yokohama, Victoria, Tacoma—Per Lyader, 5th inst., 10 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Honolulu, San Francisco—Per America Maru, 5th inst., 11 A.M.

Burling, and Calcutta—Per Maria Valeris, 5th inst., 1 P.M.

Shanghai, Moji, Kobe, Yokohama, Victoria, Seattle—Per Rofun Maru, 5th inst., 3 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria, Vancouver, B.C.—Per Tartar, 6th inst., 11 A.M.

Timor, Manila, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Melbourne—Per Australian, 6th inst., 11 A.M.

Singapore, Penang, Calcutta—Per Arratoon Apar, 7th inst., 11 A.M.

Manila—Per Rubi, 9th inst., 9 A.M.
Kobe—Per Triman, 9th inst., 11 A.M.
Europe, &c., India, via Tuticorin—Per Coromandel, 9th inst., 11 A.M.

Singapore, Penang, Colombo—Per Shanghai, 13th inst., 10 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C., Vancouver—Per Empress of Japan, 13th inst., 11 A.M.

Europe, &c., India, via Tuticorin—Per Bayern, 15th inst., 11 A.M.

Manila—Per Zafiro, 16th inst., 9 A.M.

Ships Passed the Canal.

Outward—27th March—Goodwin, Silola, Tiberghien. 3rd April—Pyrrhus. 7th April—Strasbourg, Bombay. 9th April—Kawachi Maru, Hyson. 15th April—Moravia, Rastela, Indralia, C. Ferd. Laeta, Zlatan, Tollenham, Radnerkhe. 17th April—Machon, Alchou, Argonia. 21st April—Benlomid, Glenask, Ernest Simons. 28th April—Annam, Redvers Hocken, Indivawadi.

Homeward—20th March—Tantalus. 15th April—Salasia, Shimioia, Vindobona. 17th April—Ajaz. 21st April—Canton, Bendleuch, Nestor, Formosa, Oceanen. 29th April—Kintuck, Stuttgart.

Arrived at Home—3rd April—Manuel, Zlaguno. 6th April—Ceylon. 7th April—Annam. 9th April—Wurzburg-Preussien. 15th April—Pyrrhus. 17th April—Hakata Maru, Diomed. 21st April—Glengyle, Dardanus, Austria. 27th April—Banca. 28th April—Gibraltar, Awa Maru, Hamburg.

Hongkong & Whampoa Dock Returns.

Hyades, at Kowloon Dock.
Montana, " " " "
H.I.G.M.S. Jaguar, " " " "
Canton River, " " " "
Daigi Maru, " " " "
H

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CHIFFONS, GAUZES,
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AND LACE ROBES.

LACE COLLARS AND TIES
IN THE VERY LATEST DESIGNS. NOVELTIES IN
LADIES' NECKWEAR.

LADIES' UNDERCLOTHING.

SILK, WOOL, AND COTTON GARMENTS. NAINSOOK
GARMENTS FOR SUMMER WEAR.

HOSIERY FOR LADIES
AND CHILDREN. EMBROIDERED AND LACE FRONTED
CASHMERE, SPUN SILK, AND LISLE THREAD HOSE.

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IN THE FOLLOWING MAKES:—MADAM LEIDER,
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RIBBON CORSET, IDEALLY COOL FOR THE EAST.

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IN LARGE VARIETY.

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AND DRESS GOODS. OUR STOCK OF THESE
GOODS IS NOW COMPLETE.

HOUSEHOLD LINENS.
ALL KINDS OF LINENS, LININGS, CALICOES
AND SHIRTINGS STOCKED.

BEDS AND BEDDING.

BEDS OF EVERY DESCRIPTION. HAIR, FLOCK, FEATHER,
RATTAN AND SPRING MATTRESSES.

LADIES' BOOTS AND SHOES

STOCKED IN ENGLISH AND AMERICAN SHAPES.
AN ENTIRELY NEW STOCK HAS JUST ARRIVED.
IT INCLUDES ALL KINDS OF THE BEST MAKES IN
LADIES' AND CHILDREN'S SMART FOOT WEAR.

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IN ALL THE LATEST SHAPES FOR 1903.

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AMERICAN SHAPES, ENGLISH LEATHER AND
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TAN GRAIN BOX CALF FOR SHOOTING. TAN AND BLACK
WILLOW CALF FOR WALKING. WHITE AND BUFF
CANVAS BOOTS FOR TENNIS OR CRICKET ETC.

OUR SUMMER STOCK

WILL BE THE LARGEST AND MOST COMPLETE
IN THE FAR EAST.

GOODS ABSOLUTELY NEW.

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HOUSES.

A LARGE STOCK OF BURNT AND TUSCAN STRAWS.
LIGHT WALKING HATS—WHITE, BLACK AND
COLOURED. FANCY STRAWS.

HATS TRIMMED TO ORDER
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A LARGE STOCK OF CABIN AND OVERLAND TRUNKS,
KIT BAGS, GLADSTONES, PORTMANTEAUX AND
DRESSING BAGS, IN ALL SIZES AND KINDS.